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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Poland

REPORT

SUBJECT 1. Lublin-Swidnik Airfield and Aircraft Assembly Plant.
2. Lublin Civilian Airport
3. Construction of Radio Station near Lublin.
4. Industrial Enterprises in Lublin

DATE DISTR.

13 JUN 1957

NO. PAGES

3

REQUIREMENT NO.

RD

REFERENCES

DATE OF INFO.

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PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Lublin-Swidnik Airfield (N 51-14/E 22-42) and Aircraft Assembly Plant

1. The combined Lublin-Swidnik airfield and aircraft assembly plant was located in a wooded area north-northeast of Swidnik. The airfield is roughly 4 km square. In May 1956, the main runway, running NNW-SSE across the center of the airfield, was made of concrete and was about 4,000 meters long and 20 meters wide. It was crossed in the center and near its northern end by two lateral runways, both running WSW-ENE, which were each 3,000 meters long and 10 meters wide and made of either concrete or gravel.
2. Along the western border of the airfield was a row of about 15 hangars; parallel to and just west of them was a row of single-story wooden barracks which housed an estimated 500 Polish airmen. At the southeastern end of the hangars were underground fuel tanks. No bomb stores were observed on the airfield, but according to airmen stationed there anti-aircraft batteries have been installed and camouflaged in the surrounding woods in a ring approximately one kilometer from the borders of the airfield.
3. There is a railroad siding from the station at Swidnik, on the main Warsaw-Lublin-Kiev line, leading to the airfield; one track leads into the barracks and hangars area and the other to the aircraft assembly plant.
4. The aircraft assembly plant is spread along the eastern and southern edges of the airfield. It consists of two main assembly buildings and a row of about ten smaller buildings which appear to be almost all interconnected. The chimneys can be seen from the Lublin-Leczna highway, two kilometers to the north. There is a wall around the eastern and southern sides of the assembly plant; a 3-meter high barbed-wire mesh fence runs along the eastern and southern ends and also between the barracks and the hangars. The northern side of the factory area, parallel to the Lublin-Leczna highway, is not fenced off but it is floodlighted at night and heavily patrolled. Electricity came from the municipal supply at Lublin, but a power station was to be built on the site to furnish electricity to both the factory and the airfield. One kilometer south of the assembly plant, on the south side of the Lublin-Melgiew road, there is a workers' housing area for plant employees.

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5. In May 1956, the assembly of aircraft had already begun in the buildings which had been completed. [redacted] the aircraft being assembled were MIG-17's and that most of the components were believed to be of Polish manufacture, apart from the engines which appeared to be Soviet-made because they arrived in crates bearing markings in Russian.

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Lublin Civilian Airport

6. The Lublin civilian airport is about 4 km east-southeast of the city center; it is bounded on the south by the Lublin-Rejowiec-Chełm railroad, on the north by the Lublin-Melgiew road, and on the west by the Lublin-Lubartow railroad. The airport covers an area roughly 3,000 meters from east to west and 1,000 meters from north to south. It has one main runway running approximately east-west, about 3,000 meters long and 10 to 12 meters wide, with a gravel surface. The field was still under construction in February 1956; at that time, there were only two or three hangars (used by ambulance planes) and no fencing or radio station.¹

Construction of a Radio Station near Lublin

7. In January 1957 a radio station with three tall masts close to each other was observed under construction at Majdanek, about 6 km southeast of the center of Lublin between the highway from Lublin to Krasnystaw and the secondary road from Lublin to Wysokie. It was about 300 meters south of the Lublin-Krasnystaw road. Two of the masts had been completed; they appeared to be about 50 meters high; the third was still under construction. The bases of the masts were mounted in a triangle, 6 meters apart, on a circular concrete base which extended about 2 meters beyond the masts. At the head of each of the two apparently-completed masts there was a metal rod some 8 meters tall; at the head of the third mast there was a horizontal metal ring 4 or 5 meters in diameter, with spokes. Above the ring there was a vertical fork with three teeth, each about $1\frac{1}{2}$ meters high and spaced about 2 meters apart.

Industrial Enterprises in Lublin

8. The FSC (Fabryka Samochodow Ciezarowych) Truck Factory in Lublin employed about 10,000 workers in January 1957. The factory covers an area 3 by 4 km in size and includes three large buildings. Trucks are assembled on a moving assembly belt. The engines for the trucks come from the USSR; the ball bearings are believed to be manufactured at the ball bearing factory in Krasnik (45 km south-southwest of Lublin); the other components are produced at the Lublin factory. [redacted] when the "moulding hall" at the FSC plant is completed, the engines will also be manufactured there and will no longer be imported from the Soviet Union.
- There are two large cement works close to each other at Rejowiec (50 km east-southeast of Lublin) which cover an area of 4 by $3\frac{1}{2}$ km on the north side of

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the main Lublin-Chelm railroad line, opposite the junction with the branch line from Zwada (50 km south-southwest of Rejowiec) and also the area 300 meters or so north of the Rejowiec railroad station, which is 5 km northwest of the town. Construction of these two cement works began in 1949 and was not yet completed in November 1956; nevertheless, they are already producing as much cement as the entire pre-World War II Polish output of cement. They are known as Rejowiec No. 1 and Rejowiec No. 2.

10. sketches illustrating portions of the above report, as follows:

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- A. A layout sketch of the Lublin-Swidnik airfield and aircraft assembly plant.
- B. A sketch showing the location of the Lublin civilian airport.
- C. A sketch showing the location and layout of the radio station masts described in paragraph 7, above.
- D. A sketch of the masts. The mast with the fork was connected by cables to the radio station buildings marked "4" in Appendix "C".
- E. A layout sketch of the FSC Truck Factory.
- F. A layout sketch of Rejowiec No. 1 and Rejowiec No. 2 Cement Works, with legend.

1. Comment: According to Polish newspapers at the end of January 1957, a civilian airline service had been started between Warsaw and Lublin, so it seems probable that the airport was largely completed by then.

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Appendix "F"

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Legend for sketch of "REJOWIEC No. 1" and

"REJOWIEC No. 2" Cement Works and facilities are given in
Appendix "F" as follows:

"REJOWIEC No. 1" Works: (last seen in November 1956)

1. Railway Station
2. Water Tower
3. Dwelling Houses for Factory Employees
4. Houses for the State Railways (P.K.P.) Employees
5. 6-storey Cement Store
6. and 6. Production Halls
7. Rotating Furnaces
8. Motor and Machine Repair Shop

"REJOWIEC No. 2" Works:

9. Production Halls
10. Rotating Furnaces
11. Smithy and Limestone Slaking
12. and 12. Cement Stores (under construction)
13. Railway Siding for Cement Works
14. Service Road for Cement Works
15. Hostels for Workers
16. Radio Centre and "Selector" (through which an official in Warsaw can take part in meetings at REJOWIEC).
17. Recreation Rooms and P.Z.P.R. Factory Committee
18. Road to REJOWIEC Town, about 5 km distant.

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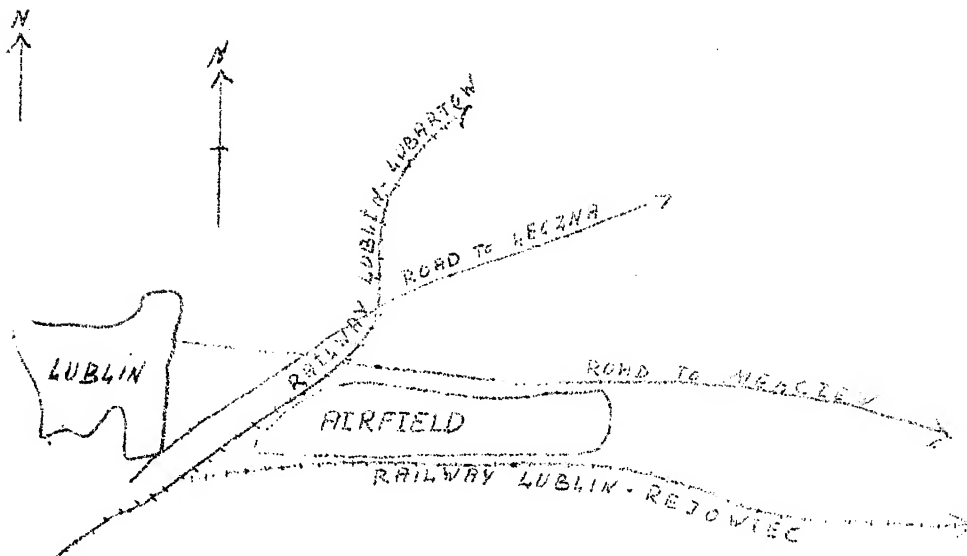
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APPENDIX "B"

CIVILIAN AIRFIELD LUBLIN

FEBRUARY 1956

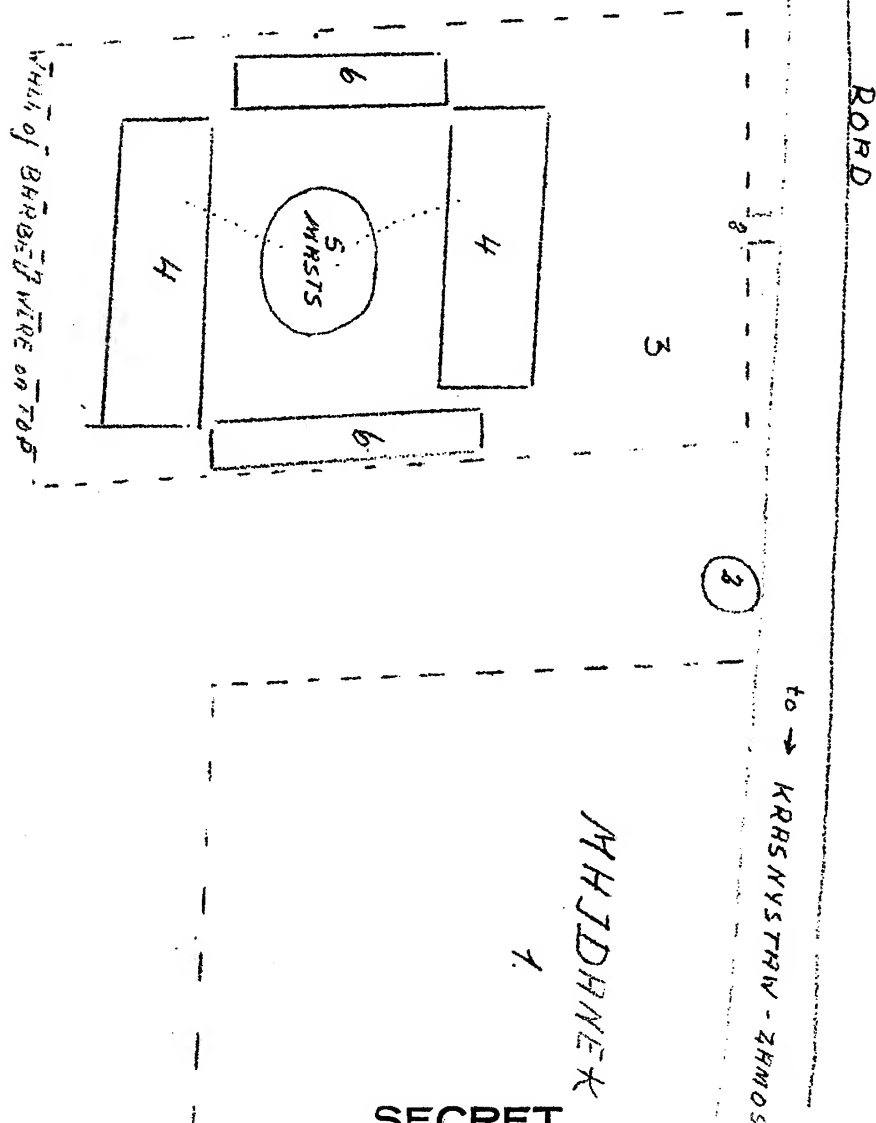


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APPENDIX "C"

UNDER CONSTRUCTION. JANUARY 1957

- 1 - Majdanek
- 2 - Militia post
- 3 - Area of installation
- 4 - Radio station buildings
- 5 - Masts
- 6 - Offices under construction
- 7 - Wall surmounted with barbed wire
- 8 - Entrance to installation

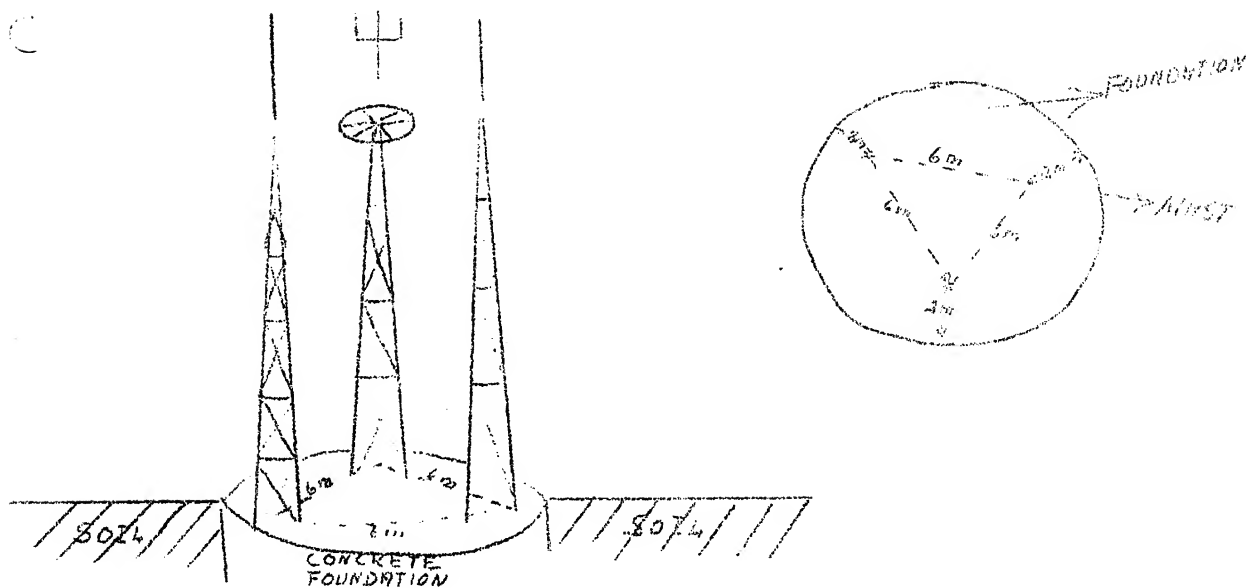


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APPENDIX 'D'

Radio Station Lublin : Masts (January 1957)



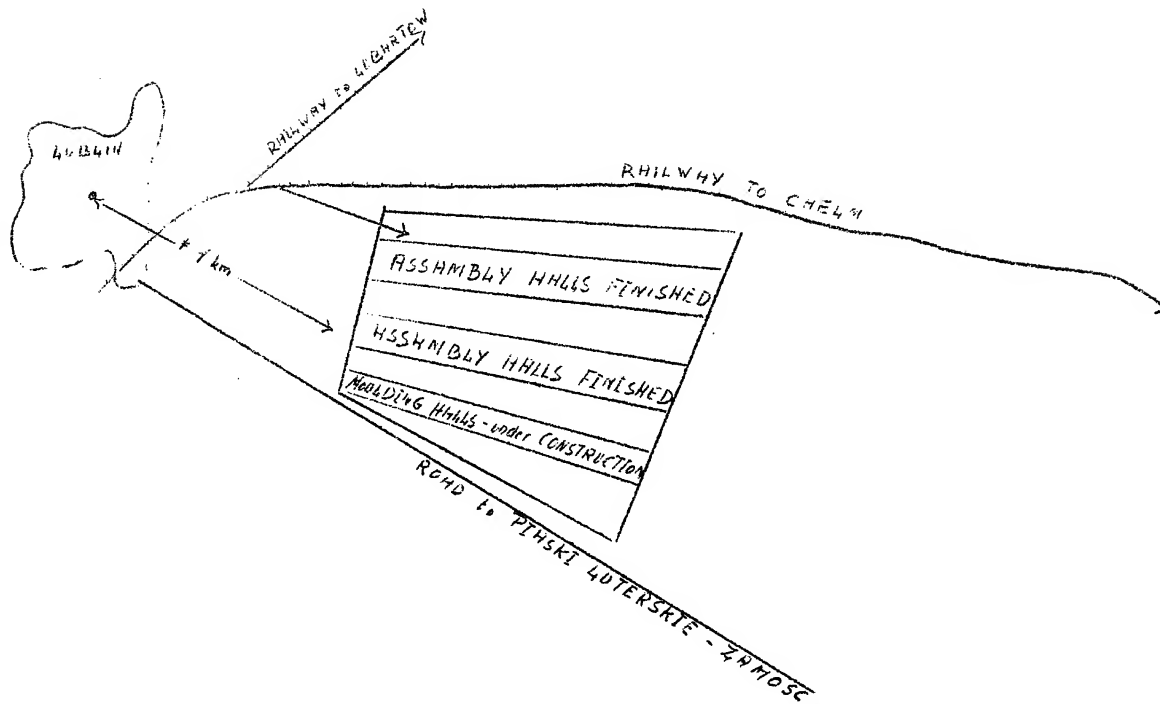
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LUBLIN January 1957

FACTORY LUBLIN, January 1957

F.S.C.

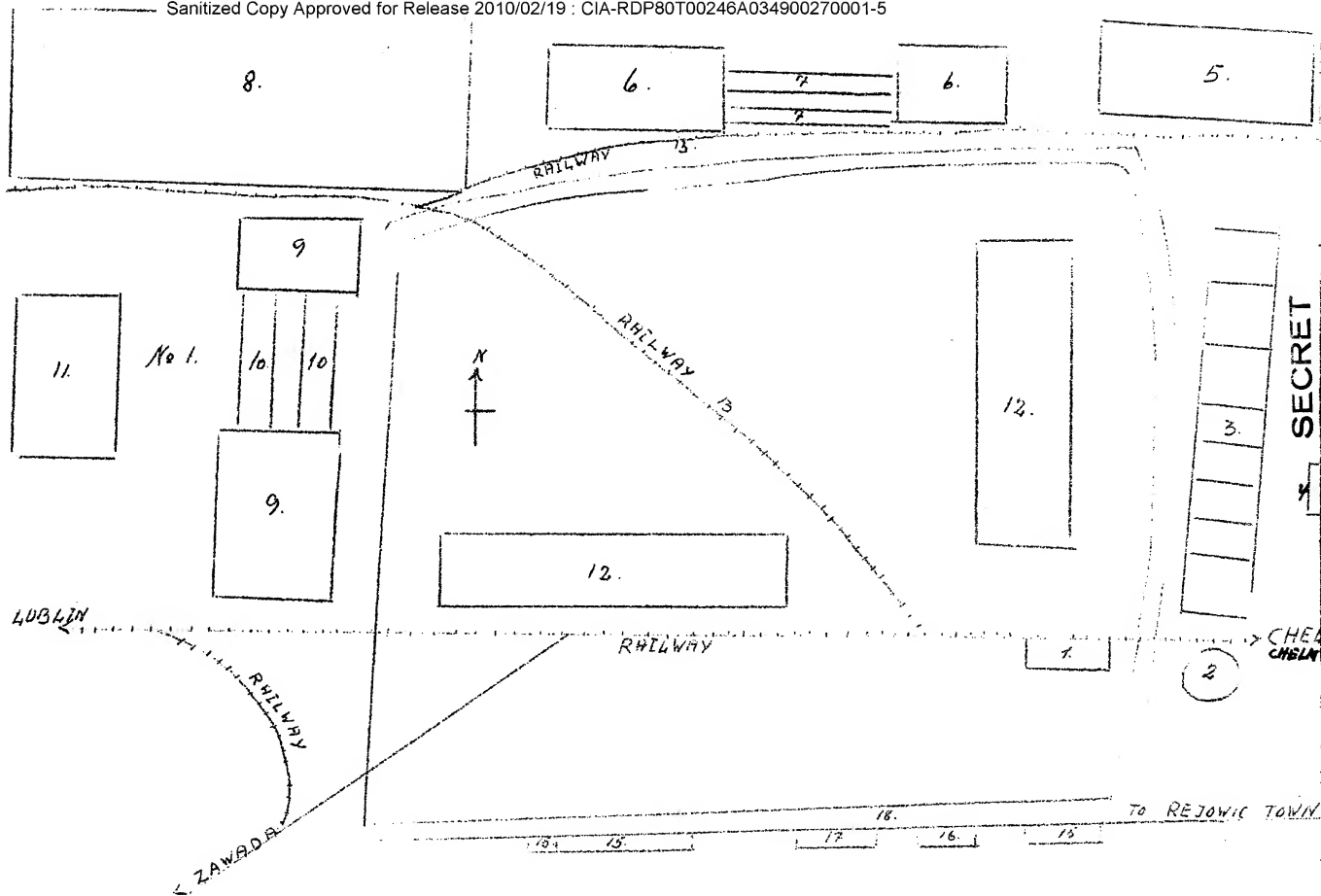
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FROM the ROAD and RAILWAY the
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APPENDIX "F"

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REJOWIC 1 and 2 - CEMENT FACTORIES

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